



*Nolichucky River Crossing of the C. C. & O. Ry., Unaka Springs, Tenn.*

*At this point the railroad enters and follows for eight miles a gorge, the scenery of which has no equal east of the Rocky Mountains; the mountains forming the sides of this gorge rise almost vertically to over 1,200 feet above the river; the roadbed of the railroad is hewn from the solid rock for the entire distance; through this gorge passed Daniel Boone, in his early explorations, and the band of patriots that fought the battle of Kings Mountain.*

## The Carolina, Clinchfield and Ohio Ry.

### OPENED FOR TRAVEL

**T**HE recent opening to public travel of the Carolina, Clinchfield and Ohio Railway establishes a connecting link long desired between the middle West and the Carolinas. Separating these parts of the country are the two prominent ranges of the Appalachians, the Cumberland and the Blue Ridge Mountains, so that heretofore it has been possible to pass from one of these sections to the other only by circuitous routes around the foothills of the main ranges.

The existence of the Carolina, Clinchfield and Ohio Railway has been made possible by a combination of rare foresight of the promoters of this wonderful piece of railroad construction with the skill of the associated engineering talent. The line is now under operation from the coal fields of Russell County, Virginia, through the states of Virginia, Tennessee and North Carolina to Bostic, N. C., where connection is made with the Seaboard Air Line on the line to Charlotte and Wilmington, N. C.,



# Carolina, Clinchfield and Ohio Railway.

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on the Atlantic Coast. Construction work is so far advanced south of Bostic that trains will be operated to Spartanburg, S. C., early in the fall of 1909, while the work of extending northward from the Virginia coal fields to connection with the Chesapeake and Ohio Railway at Elkhorn City, Ky., is just being undertaken.

Leaving Dante, Va., the present northerly terminus, the road follows successively the valleys of Lick Creek and Clinch River for forty miles to Speer's Ferry on the Virginia & Southwestern Railway, where, after passing through the prominent ridge of Clinch Mountain by means of a tunnel seven-eighths of a mile in length, it follows the Holston River to the beautiful valley of Kingsport, Tenn. From Kingsport to Johnson City, Tenn., a series of wide valleys and corresponding ridges are crossed at nearly right angles to their general direction. From Johnson City, Tenn., to Unaka Springs, Tenn., twenty miles south the road follows the valleys adjacent to the Cherokee and Buffalo Mountains. From Unaka Springs, the road passes for eight miles through the gorge of the Nolichucky River, the name of which changes to Toe River at the State line between Tennessee and North Carolina, and after following this stream for forty-seven miles, reaches the summit of the Blue Ridge at Altapass, N. C., at elevation 2,629 feet above sea level. After passing through the summit tunnel, the wonderful loop development down the south side of the Blue Ridge affords the traveler an opportunity of noting one of the finest pieces of railroad engineering construction east of the Rocky Mountains. This slope is so steep that in order to maintain the low grade and overcome, in a direct distance of four miles, a vertical height of nearly thirteen hundred feet, it has been necessary to wind the road for a distance of over twenty miles around and through the ridges extending out from the main Blue Ridge. Seven passes, or stretches, are necessary in forming the loops, and seventeen tunnels are passed through in as many miles. Here the traveler may enjoy a scene of magnificence and beauty equalled scarcely anywhere else on earth. Mt. Mitchell, Clingman's Dome, Hawk Bill and Table Rock may be observed in the same wonderful panorama of mountains and valleys.

An inspection of the loop map will indicate clearly the condition described.

After descending the slopes of the Blue Ridge the

road follows the valley of Catawba River to Marion, N. C., and after passing through the last tunnel, finally follows the Second Broad River to Bostic, N. C. South of Bostic, N. C., on the line to Spartanburg, the road will cross the large valleys of such important streams as Broad and Pacolet rivers.

The engineering and scenic features of interest along the road are so inter-related that they can best be described together. During the convulsion of nature in which the Cumberland and Blue Ridge Mountains were formed, a series of similar intermediate ridges were also thrown up. The general trend of these ranges is from a northeasterly to a southwesterly direction. The natural water courses, and hence the main lines of railway travel, follow for this reason the same general direction. To construct a railroad at practically right angles to these ridges and still maintain a low grade upon which to haul long trains economically, therefore, requires construction work of a magnitude heretofore considered prohibitive in the section of country passed through by the Clinchfield Route.

Over every mile of the distance from Dante, (Russell County), Va., to Spartanburg, S. C., in the heart of the cotton manufacturing district of the South, can be found scenery to interest the traveler. From St. Paul, Va., where the road crosses the Clinch Valley Division of the Norfolk & Western Railway, to Starnes Station, rugged hills interspersed with wide valleys greet the eye. These hills contain the southerly edge of the coal-bearing strata. The tops of the hills are broad and plateau-like and afford excellent opportunity for farming and grazing.

At Starnes Station the road passes to the east side of the river and from this point to Speers Ferry, a distance of about ten miles, the roadbed is chiseled from the solid cliff and crosses a succession of short and unusually deep ravines. Ordinarily such openings would be crossed with trestle or steel viaduct construction. The Clinchfield road, however, in its desire to construct a road that should be low in future maintenance charges and absolutely safe for the traveling public, has constructed enormous embankments of solid rock in these openings, some of which reach a depth below the track of over 125 feet.

At Speers Ferry the road leaves the valley of Clinch River and passes to that of Holston River by a tunnel through Clinch Mountain, the rugged crest of



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which mountain can be seen extending in both directions further than the eye can reach. The remarkable sharpness of the crest of this hill is due to the peculiar hardness of the white Clinch sandstone forming it.

From Clinch Mountain tunnel the road rapidly reaches Kingsport, Tenn., passing through rock cuts of considerable depth and following Opossum Creek and Holston River. At Kingsport the valley widens into a most fertile plain, flanked on either side by ranges of hills.

From Kingsport to Johnson City the road passes across a series of wide valleys and corresponding hills. The uniformity of direction and the agricultural value of these valleys will be noticed.

The valley of Indian Creek and Nolichucky River is entered at a point about sixteen miles south of Johnson City, known as Erwin, Tenn. At Erwin will be situated the general shops and the main classification yard of the road. Just south of Erwin, at Unaka Springs, the road enters the wonderful gorge of the Nolichucky River. For a distance of eight miles the mountains rise precipitously to the height of over 1,200 feet above the river, affording scenic beauties such as are rarely

found in the eastern part of the United States. Through this gorge passed Daniel Boone in his early explorations of the country, and also the band of patriots that moved into South Carolina to fight the well-known battle of Kings Mountain, probably one of the most notable and decisive battles of the American Revolution.

At Altapass, N. C., the summit of the Blue Ridge, the road passes through a tunnel about one-third of a mile in length, and as previously mentioned, descends a vertical distance of over 1,300 feet in order to reach the valley of Catawba River. Adjacent to the Blue Ridge can be seen Linville Mountain, at the foot of which flows the main tributary to Catawba River. Projecting from the main Blue Ridge are a series of lesser hills that extend at almost right angles. In forming the loops, shown on the loop map, it is necessary to frequently pass twice through the same projecting hill; this is most noticeable in the case of Pine Ridge, Bridle Path Ridge, Washburn Ridge, etc. To cross the ravines between these outlying hills necessitates solid embankments ranging in height to over 125 feet. It is interesting for the traveler to note the various stages, or passes, of the road while passing over this



*Copper Creek Viaduct on the C. C. & O. Ry.*

*This structure is 1,100 feet long and 170 feet high above the stream; the roadbed of the V. & S.-W. Ry., and the beautiful valley of the Clinch River, are clearly shown.*



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remarkable piece of engineering construction. As many as four stretches of road can be seen at as many different elevations from a single view point.

Just south of Marion, N. C., where connection is made with the Asheville Division of the Southern Railway, the road passes through the last tunnel and enters the valley of Second Broad River, which it follows through a fertile country to Bostic, N. C. South of Bostic the country, while still considerably broken by hills, is more of a rolling nature as far as Spartanburg, South Carolina.

In commercial possibilities the country penetrated by the Clinchfield Route is second to none. North Carolina can be truly termed a mineral paradise. In this state can be found deposits of iron, zinc, nickel, mica, kaolin, lime-stone, marble, and even precious stones such as aquamarines, emeralds and garnets.

In southwest Virginia are found the vast deposits of bituminous coal that mean so much to the life and prosperity of industries that can be located along the Clinchfield Route and to the large cotton manufacturing districts south of the Blue Ridge. These deposits are of a quality equal to the best for steam, gas, cooking and domestic purposes, and in quantity to suffice for hundreds of years.

Timber for wood-working industries of all kinds exists in unlimited supply throughout the length of the road. These timbers comprise oak, maple, chestnut, pine, poplar, hickory, walnut, ash, beech, birch, cucumber, locust, flowering dogwood, etc.



*Linville Falls, N. C., near the Line of the C. C. & O. Ry.*



*Erwin, Tenn., just South of Johnson City, Tenn.  
At this point will be located the shops and classification yards of the C. C. & O. Ry.*



# Carolina, Clinchfield and Ohio Railway.

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*Canon below Linville Falls, N. C.  
Near the line of the C. C. & O. Ry., where good trout fishing can be enjoyed.*

The altitude of over 1,700 feet above sea level overcomes the difference in temperature that might be expected in the latitude of the territory reached by the Clinchfield Route. The climate is in all respects essentially that of the New York and New England territory, but the winters are much shorter and less severe. The Records of the U. S. Weather Bureau show that this locality is the coolest in the summer of any point in the Eastern United States. For this reason the territory is well adapted to farming, grazing and fruit-growing. At the present time the counties situated in North Carolina just south of Johnson City are sending to market apples of a quality not surpassed in any part of the United States. Even the rough hill-slopes can in most cases be made to yield large quantities of such fruits as apples, pears and grapes. The existence on every hand of lime-stone that can be burned for lime to serve as fertilizer for the land is of itself of great commercial value.

From the rugged nature of the country contiguous to the Clinchfield Route, a vast amount of water-power is available for development, and should in the future interest capital, especially when it is considered that adjacent to these streams exist excellent opportunities for the location of manufacturing towns to provide constant market for the power generated in the streams. The healthful climate and the proximity of raw materials and supplies, such as coal, ore, lime-stone, cotton, etc., should make of this region a manufacturing center.



*The Picturesque Mountain Branch, National Soldiers' Home, Johnson City, Tenn.*



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To the pleasure and health seeker, the Clinchfield Route should prove especially attractive. At Johnson City the National Government has established the Mountain Branch Home for Veterans. It has expended several millions of dollars in transforming the grounds into a magnificent public park, and built miles of macadamized roads that encircle the beautiful buildings.

Near Erwin, Tenn., just south of Johnson City, the government has established a hatching station for fish. The wonderful purity and even temperature of the water make this one of the best locations in this part of the country for propagating purposes.

At Unaka Springs, Tenn., is found a spring noted for its curative powers for kidney and liver troubles. The scenery at this point also attracts visitors yearly.

The Blue Ridge will in time be one of



*Catawba River Viaduct, on the C. C. & O. Ry., south of the Blue Ridge, the peaks of which are seen in the distance.*



*View through Three Tunnels on the wonderful loop of the C. C. & O. Ry., over the Blue Ridge.*

the favorite summer resorts of the country, once its natural beauties are known. This section is in the heart of the Appalachian Forest Reserve now being seriously considered by the Federal Government. If ever a spot were admirably situated to become a national park this section is ideal.

The hills of the Blue Ridge range to a height of over 4,000 feet above sea level and afford scenic splendor that is not duplicated in the eastern part of the United States. From the Blue Ridge range can be seen Mt. Mitchell, the highest point in the eastern United States, 6,711 feet above sea level. Other prominent ranges are also in plain view; Table Rock, Hawk's Bill, Grandfather Mountain, and Roan Mountain are most conspicuous. Over eighty peaks exceeding 6,000 feet in height are also in this vicinity.

But a few miles removed from Linville Falls Station, the falls of Linville River are located. This is a natural body of water that falls for a considerable height over a sheer cliff. The angler can at this point find enjoyment of the sport; rainbow trout, brook trout, black bass and other game fish abound in the tributary streams. The Linville River, in its deep rocky gorge, extends to disciples of Izaak Walton opportunities seldom equalled. Those seeking scenery as well as



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*Upper Falls, Pool and Rapids of Linville River, near the Line of the C. C. & O. Ry.*

besides all the laurels and conifers. The winter sun kisses the galax, wintergreen and leucothoe, and they blush to such bronzes and reds that those who find bunches of the leaves among their Christmas tokens in the cold, bare North are inspired to such enthusiasm as many a costly gift fails to arouse. In shade they retain a deep, rich green all winter."

The above description does but meager justice to this country and full appreciation can be had only by a personal visit. For further information of this wonderful region, address

J. J. CAMPION,

Traffic Manager,

Johnson City, Tenn.

rest and ozone-laden breezes will find all that could be desired. In springtime this region is also the delight of the botanist. The early blossoms of the trailing arbutus soon yield to the showy magnificence of the azaleas and rhododendron. In the early summer the slopes of the Blue Ridge constitute one mass of blooming magnificence when all of these varieties are in full bloom. The air seems charged with the natural fragrance of these millions of blossoms. A recent writer referred to this section in the following terms:—

"All the landscape gardeners, backed by all the wealth and liberality of our modern Croesuses, could not create such a show as the native flora of this region offers in May, June and July. This is the time for horseback rides, and tramps, for the days are never hot and the ever-changing panorama of the mountains, the steep sides of Linville gorge, and the winding, wooded roadsides and trails, all richly decorated with these gorgeous masses of bloom, make one marvel that nature has been so lavish in her bestowal of beauty upon this spot."

"Nor does winter, a season scarcely deserving so cold a name in this kind climate, put an end to the display. Then we get the galax, leucothoe, wintergreen, ground pine, holly, heather, ferns, many kinds of the most beautiful mosses, and other evergreens,

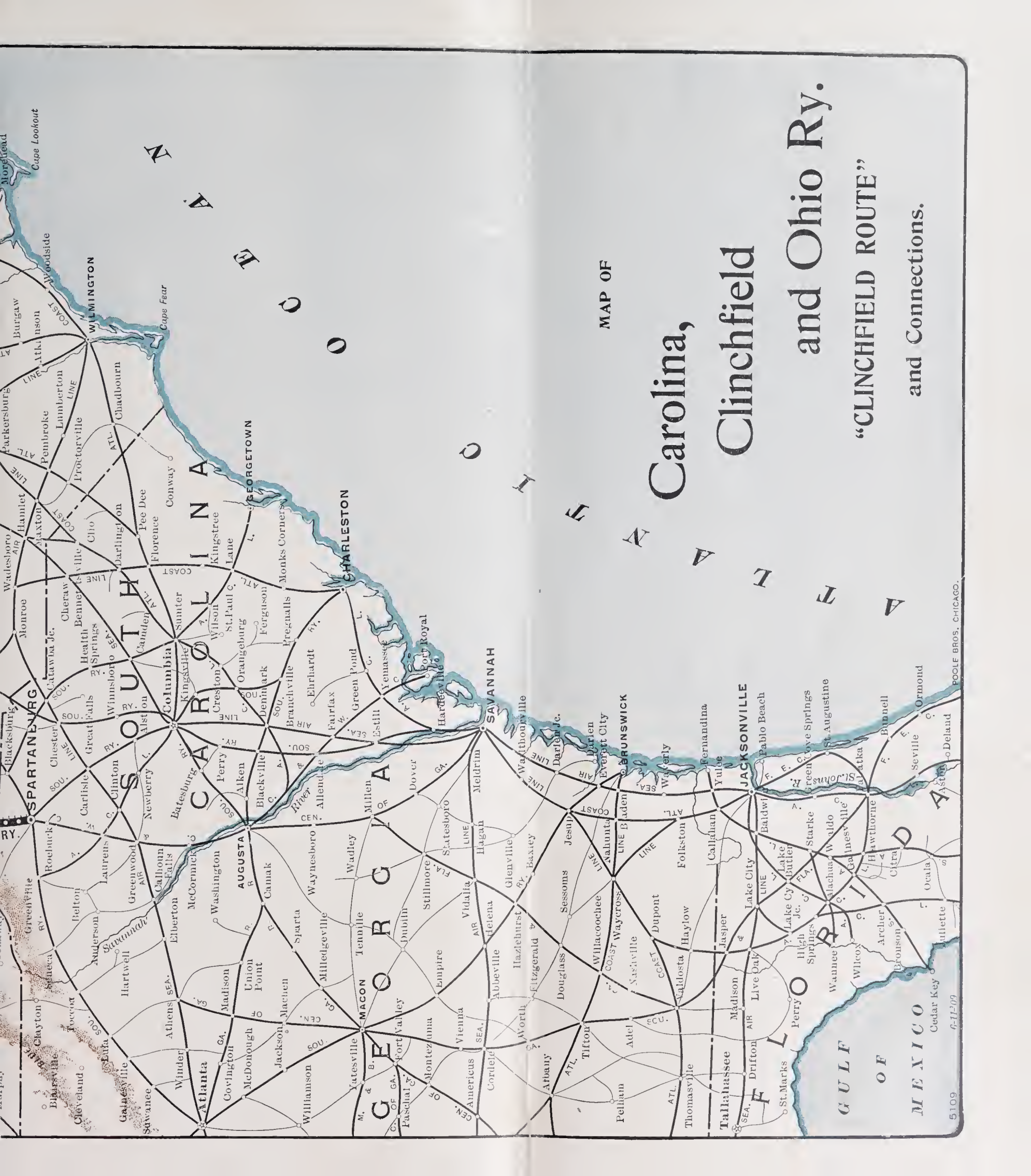


*Trout Fishing on Poplar Creek, on the Line of the C. C. & O. Ry.*









MAP OF

# Carolina, Clinchfield and Ohio Ry.

“CLINCHFIELD ROUTE”  
and Connections.



Carolina, Clinchfield and Ohio Railway.

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# INFORMATION

FOR

## Home Seekers, Manufacturers and Investors

The Carolina, Clinchfield and Ohio Railway maintains an Industrial Department to supply information and assist people looking for homes, business locations or investments in the territory traversed by it.

There are abundant opportunities for home seekers, farmers, fruit growers, manufacturers and operators in timber and mineral lands, marble and granite quarries, clays and mica, etc.

Along this line, in the mountain sections of South Carolina, North Carolina, Tennessee and Virginia, are to be found ideal locations for cotton mills.

Perfect Climatic Conditions.

Abundant Supply of White Labor.

Undeveloped Water Power.

Cheapest and Best Coal for All Purposes.

Excellent Transportation Facilities.

Manufacturers will find the best sites and conditions for locations that can be found anywhere in the country.

Full information will be furnished on application.

J. J. CAMPION, Traffic Manager,  
JOHNSON CITY, TENN.

R. F. BREWER, Industrial Agent,  
JOHNSON CITY, TENN.



Carolina, Clinchfield and Ohio Railway.

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NEW SHORT LINE  
BETWEEN  
DANTE AND ST. PAUL, VIRGINIA  
JOHNSON CITY, TENN.  
AND THE  
SOUTH, SOUTHEAST,  
AND  
SOUTHWEST.

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Schedules shown herein from Junction Points.



The passenger equipment of the Clinchfield Route is of the highest standard; coaches are vestibuled and equipped with all modern appliances, assuring safety and comfort.





# Carolina, Clinchfield and Ohio Railway.

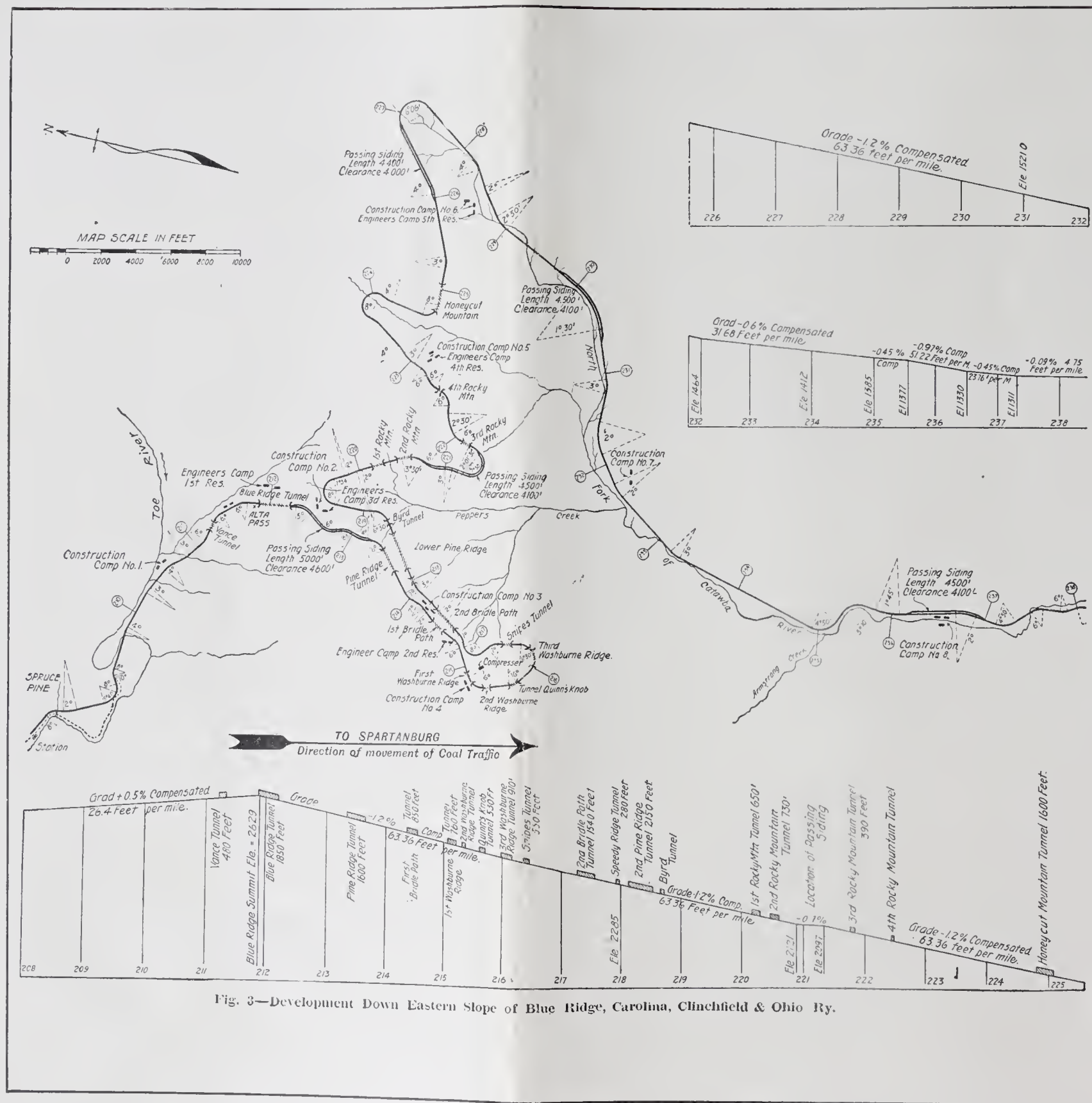


Fig. 3—Development Down Eastern Slope of Blue Ridge, Carolina, Clinchfield & Ohio Ry.



Carolina, Clinchfield AND Ohio Ry.  
"CLINCHFIELD ROUTE"

Carolina, Clinchfield AND Ohio Ry.  
"CLINCHFIELD ROUTE"

LOCAL SERVICE  
BETWEEN  
Dante, Va., and Johnson City, Tenn.  
AND  
Bostic, N. C.  
EASTERN STANDARD TIME

SOUTH-BOUND		Distance from Elkhorn City, Ky.	Station No.	LOCAL TIME CARD				Elevation in feet above sea level	NORTH-BOUND		
No. 5 Daily	No. 3 Daily			STATIONS					No. 6 Daily	No. 4 Daily	
PM	AM								PM	PM	
1.50	8.10	41.0	D	Lv	Dante.....	A-B	Va.	Ar	1760	9.05	12.35
2.03	8.23	44.5			Hamlin.....				1644	8.53	12.23
2.08	8.28	46.9			Band Mill.....					8.48	12.18
2.18	8.37	48.5	48	Ar	St. Paul.....	A-B		Lv	1486	8.43	12.08
2.18	8.37	48.5		Lv	St. Paul.....	A-B		Ar	1486	8.43	12.08
2.46	8.59	55.5			Shannon.....				1425	8.23	11.38
2.52	9.09	57.2	57		Russell.....				1410	8.17	11.32
2.55	9.12	60.7			Stony.....					8.10	11.25
3.00	9.13	63.0	62		Dungannon.....	A-B			1310	7.59	11.18
3.14	9.25	67.5	67		Wood.....					7.45	11.05
3.24	9.35	70.9	70		Fort Blackmore.....	A-B			1275	7.33	10.54
3.48	9.59	77.5			Hill.....				1280	7.08	10.26
4.02	10.08	83.8	83		Clinch.....				1360	7.00	10.18
4.18	10.21	86.1	86		Speers Ferry.....	A-B			1385	6.51	10.10
4.28	10.32	87.7	87		Kermit.....					6.38	9.56
4.45	10.45	92.8	92		Cameron.....	Va.-Tenn.			1310	6.24	9.42
5.04	11.01	99.2	99		Kingsport.....	A-B Tenn.			1210	6.06	9.25
5.18	11.14	103.8	103		Pactolus.....				1300	5.52	9.12
5.35	11.30	109.6	109		Fordtown.....	A-B			1435	5.35	8.56
5.50	11.45	113.5			Gray.....				1525	5.20	8.47
6.01	11.55	118.2	118		Boone.....				1627	5.12	8.32
6.25	12.18	126.4	G	Ar	Johnson City.....	A-B		Lv	1625	4.45	8.10
PM	No. 1 Daily									No. 2 Daily	AM
	8.20	126.4		Lv	Johnson City.....			Ar	1625	8.05	
	8.32	131.0			Okalona.....				1710	7.48	
	8.38	131.8	131		Quarry.....	A			1753	7.45	
	8.43	133.3	133		Marbleton.....				1820	7.40	
	8.53	136.7	136		Unicoi.....	A-B			1935	7.30	
	9.00	139.8			Fishery.....				1770	7.21	
	9.05	142.1		H	Erwin.....	A-B			1655	7.18	
	9.10	144.1	144		Loves.....	A-B			1675	7.12	
	9.14	145.5	145		Chestoa.....				1705	7.06	
	9.16	146.1	146		Unaka Springs.....	A-B			1705	7.04	
	9.23	149.4			Lost Cove.....	A-B	N. C.		1795	7.03	
	9.26	150.3	150		Canebottom.....				1820	6.53	
	9.40	154.8	154		Poplar.....				1890	6.38	
	9.41	157.4			Peterson.....				2030	6.28	
	9.54	159.1	158		Hunt Dale.....	A-B			2055	6.24	
	10.00	162.2			Relief.....				2090	6.16	
	10.13	166.4	166		Green Mountain.....	A-B			2155	6.05	
	10.22	170.4			Forbes.....				2200	5.42	
	10.30	172.5	172		Toecane.....	A-B			2260	5.47	
	10.48	178.6	178		Galax.....				2345	5.29	
	10.57	181.1	181		Boonford.....	A-B			2400	5.20	
	11.02	183.5			Phillips.....				2430	5.13	
	11.10	185.6	185		Penland.....	A-B			2465	5.07	
	11.20	189.1	189		Spruce Pine.....	A-B			2517	4.58	
	11.30	192.9	192		Alta Pass.....	A-B			2629	4.48	
	11.51	196.9			Mt. Mitchell.....				2425	4.37	
	12.03	208.8			Linville Falls.....				1745	4.02	
	12.16	211.2	211		Avery.....				1595	3.55	
	12.25	215.8			Sevier.....				1400	3.46	
	12.32	220.3			Hankins.....				1305	3.33	
	12.46	224.2	M	Ar	Marion.....	A-B		Lv	1320	3.23	
	1.00	230.6			Glenwood.....					3.18	
	1.07	232.8			Fe o.....				1230	3.02	
	1.21	238.8	238		Thermal.....				990	2.48	
	1.40	245.9	246		Logan.....				863	2.30	
	2.05				Bostic Vard.....					2.05	
	2.15	252.5	P		Bostic.....	A-B			920	1.50	
PM										PM	
No. 15 Daily	No. 13 Daily	No. 11 Daily	ADDITIONAL TRAINS BETWEEN DANTE AND ST. PAUL					No. 12 Daily	No. 14 Daily	No. 16 Daily	
PM	PM	AM					AM	PM	PM		
5.10	3.00	8.25		Lv	Dante.....	Va.	Ar	9.30	4.25	6.35	
5.23	3.13	8.38			Hamlin.....			9.17	4.12	6.22	
5.30	3.18	8.43			Band Mill.....			9.12	4.07	6.17	
5.40	3.30	8.55		Ar	St. Paul.....		Lv	9.00	3.55	6.05	

Points reached via Seaboard Air Line Ry. from Bostic, N. C.

Eastern Standard Time.

* 2.15 pm	Lv.....	Bostic.....	Ar	* 1.50 pm
5.20 pm	Ar.....	Charlotte.....	Lv	10.35 am
5.15 pm	Lv.....	Charlotte.....	Ar	10.25 am
6.05 pm	Ar.....	Monroe.....	Lv	9.30 am
6.10 pm	Lv.....	Monroe.....	Ar	9.25 am
8.00 pm	Ar.....	Hamlet.....	Lv	7.30 am
8.20 pm	Lv.....	Hamlet.....	Ar	7.00 am
12.30 am	Ar.....	Wilmington.....	Lv	3.00 am
12.35 am	Ar.....	Raleigh.....	Lv	3.50 am
12.40 am	Lv.....	Raleigh.....	Ar	3.45 am
* 5.40 am	Ar.....	Richmond.....	Lv	* 10.30 am

Points Reached via Virginia & Southwestern Railway from Speer's Ferry, Va.

Eastern Standard Time.

* 3.07 pm	* 9.00 am	Lv.....	Appalachia.....	Ar	* 11.35 am	* 8.15 pm
4.18 pm	10.21 am		Speer's Ferry.....		10.08 am	6.51 pm
* 6.10 pm	* 12.10 pm	Ar.....	Bristol.....	Lv	* 8.25 am	* 5.05 pm

Points Reached via Norfolk & Western Railway from St. Paul, Va.

Eastern Standard Time.

	PM	AM	Lv.....	Norton.....	Ar	* 1.25	* 7.05		
				St. Paul.....		12.01	5.47		
				Graham.....		8.40	2.16		
	PM	7.05	12.20	Bluefield.....		8.30	2.05	AM	AM
AM	* 1.15	12.40	7.35	Roanoke.....		4.20	9.10	5.00	3.55
6.40	3.10	2.20	* 9.25	Lynchburg.....		2.15	* 7.15	3.25	2.13
8.40	9.15	12.30		Durham.....	Lv	5.30	7.00		
	7.20	6.05		Petersburg.....	Ar	10.25			10.20
1.00	* 9.40	8.35		Norfolk.....	Lv	* 7.30			7.30

Points Reached via the Southern Railway from Johnson City, Tenn.

Central Standard Time.

AM	PM	PM	AM	Lv.....	Knoxville.....	Ar	* 11.05	* 1.45	* 6.40	* 8.55
* 8.20	* 4.35	* 2.10	* 5.30		Morristown.....		9.22	12.25	5.25	7.25
9.32	6.15	3.30	7.00		Johnson City.....		7.00	10.15	3.28	5.00
11.30	8.50	5.35	9.23	Ar.....	Bristol.....	Lv	* 6.00	* 9.15	* 2.40	4.00
* 12.15	9.40	* 6.25	* 10.30	Eastern Standard Time.						
				Lv.....	Bristol.....	Ar		10.05	3.00	
* 1.25		7.35			Roanoke.....			5.00	9.10	
* 5.45		12.40			Lynchburg.....			3.15	9.10	
7.20		1.55		Ar.....	Washington.....	Lv	* 10.10	4.10		
12.15		* 6.50								

Points Reached via Southern Railway from Marion, N. C.

Eastern Standard Time.

EASTERN POINTS.

	PM	AM	AM	Lv.....	Marion.....	Ar	* 12.50	* 12.50	* 6.15	
	* 4.05	* 9.40	* 8.40		Hickory.....		11.30	11.30	4.55	
	5.30	10.57	9.54	Ar.....	Salisbury.....	Lv	9.20	9.20	2.50	AM
AM	7.50	1.15	11.55	Lv.....	Salisbury.....	Ar	8.40	8.00	2.45	* 1.50
* 7.20	8.50	1.30	11.40		High Point.....		7.45	6.45	12.45	
8.33	9.46	2.43	12.40		Greensboro.....		7.10	6.00	* 12.30	12.06
9.25	10.18	* 3.10	1.15	Ar.....	Danville.....	Lv	5.55	4.35	11.10	10.57
10.45	11.25		2.30	Lv.....	Danville.....	Ar	5.50	4.25	10.50	10.52
11.00	11.33		2.40		Lynchburg.....		3.42	2.25		9.00
1.10	1.35		5.03		Charlottesville.....		2.05	12.10		7.00
4.05	3.28		7.28	Ar.....	Washington.....	Lv	* 11.00	* 9.00		* 4.10
* 8.30	* 6.30		* 10.40	WESTERN POINTS.						
	PM	AM	PM	Lv.....	Marion.....	Ar	* 8.40	* 4.05	* 9.40	
	* 6.15	* 12.40	* 12.50	Ar.....	Asheville.....	Lv	7.10	2.25	8.00	
	8.15	2.30	2.45		Asheville.....					
AM	AM	PM	PM	Central Standard Time.						
6.10	* 1.40	* 2.05		Lv.....	Asheville.....	Ar	* 5.50	* 1.05	9.35	
7.30	3.10	3.30			Hot Springs.....		4.31	11.40	8.05	
9.15	4.50	5.15			Morristown.....		2.55	9.35	6.20	
11.05	* 6.10	* 7.20		Ar.....	Knoxville.....	Lv	* 1.35	* 8.20	4.35	
SOUTHERN POINTS.										
	PM	* AM	PM	Lv.....	Marion.....	Ar	* 12.15	* 10.05		
	* 4.30	* 5.00			Rutherfordton.....		10.55	8.50		
	5.38	6.10			Forrest City.....		10.34	8.34		
	5.53	6.31			Shelby.....		9.33	7.30		
	6.53	7.35			Blacksburg.....		8.15	6.40		
	7.40	8.55		Ar.....	Rock Hill.....	Lv	* 6.30	5.00		
	* 9.25	10.45		Lv.....	Rock Hill.....	Ar		4.45		
		10.50			Columbia.....	Lv		* 11.05		
		* 4.20		Ar.....						

\* Daily.

At Marion N. C.—Distance between C. C. & O. Railway and Southern Railway Depots, 1½ miles, transfer by hacks.

At Johnson City, Tenn.—Distance between C. C. & O. Railway and Southern Railway Depots, one-half block.



# Carolina, Clinchfield AND Ohio Ry.

## "CLINCHFIELD ROUTE"

Via Norton or Appalachia, Va.—Louisville & Nashville R. R.

No. 24 Daily	No. 22 Daily	STATIONS	No. 21 Daily	No. 23 Daily
Central Standard Time.				
6.40 pm	6.20 am	Lv.....Norton.....Ar	8.35 am	8.10 pm
7.30 pm	6.45 am	".....Appalachia....."	8.10 am	7.45 pm
7.41 pm	7.00 am	".....Big Stone Gap....."	7.48 am	7.17 pm
8.45 pm	8.05 am	".....Hubbard Springs....."	6.23 am	6.15 pm
9.52 pm	9.05 am	".....Cumberland Gap....."	5.10 am	5.10 pm
10.10 pm	9.20 am	".....Middlesborough....."	5.00 am	4.58 pm
12.05 am	11.20 am	Ar.....Corbin.....Lv	3.10 am	1.55 pm
2.10 am	2.55 pm	Lv.....Corbin.....Ar	3.10 am	1.45 pm
4.21 am	4.57 pm	".....Richmond....."	12.02 am	11.35 am
5.04 am	5.42 pm	".....Winchester....."	11.20 pm	10.54 am
5.36 am	6.15 pm	".....Paris....."	10.45 pm	10.25 am
.....	7.00 pm	Ar.....Lexington.....Lv	10.00 pm	9.45 am
7.55 am	8.35 pm	Ar.....Cincinnati.....Lv	8.25 pm	8.15 am
4.58 am	.....	Lv.....Junction City.....Ar	11.06 pm	.....
5.48 am	8.28 pm	".....Lebanon....."	10.00 pm	9.58 am
7.50 am	8.15 pm	Ar.....Louisville.....Lv	8.00 pm	8.15 am
Via L. H. & St. L. Ry.				
8.40 am	9.00 pm	Lv.....Louisville.....Ar	7.40 pm	7.25 am
1.05 pm	1.10 am	".....Henderson....."	2.55 pm	3.10 am
1.52 pm	1.45 am	".....Evansville....."	2.30 pm	2.45 am
7.50 pm	7.40 am	Ar.....St. Louis.....Lv	8.34 am	9.00 pm

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Agents will not sell tickets to points at which trains are not authorized to stop.

## GENERAL INFORMATION

TO

## PASSENGERS

### EQUIPMENT.

The train service and equipment of the Carolina, Clinchfield and Ohio Railway are on an equality with the accommodations afforded between the largest and wealthiest cities of the North. Every car on these trains is new, equipped with safety vestibule appliances, lighted with electricity and heated by steam. The coaches are provided with lavatories and smoking rooms, and are of the most approved pattern.

### STANDARD TIME.

All figures given herein are Eastern standard time unless otherwise designated.

# Carolina, Clinchfield AND Ohio Ry.

## "CLINCHFIELD ROUTE"

GENERAL INFORMATION—Continued.

### TICKET OFFICES.

Ticket offices at all important stations are open thirty minutes before departure of trains, and passengers are requested to purchase tickets before boarding trains. This will result in a saving of expense, as the cash rates charged by conductors on trains are higher than those charged by ticket agents. Passengers should always procure tickets at regular railroad ticket offices, as there are numerous expired and counterfeit tickets in the hands of unauthorized parties for sale, which, when presented, are rejected by conductors.

### ADJUSTMENT OF DIFFERENCES.

In the event of any disagreement with a conductor relative to tickets, passengers should pay conductor's claim, taking his receipt, and refer the case for adjustment to the Traffic Manager, who will promptly return any overcharge. Conductors have no discretionary power in such matters, and are governed by rules which they are not authorized to change.

### REDEMPTION OF TICKETS.

All tickets issued by this company are limited to a continuous passage. If limit of such tickets expires before used, they will be redeemed in accordance with established rules, through the office of the Traffic Manager. Passengers purchasing tickets, which for any reason they do not use in their entirety, should not attempt to dispose of them to unauthorized dealers, as this company will fully protect original purchasers from loss in cases where for satisfactory reasons the tickets are not used, refunding the value of the unused portion of such tickets, charging for that portion used. Forward tickets, with full particulars, by Express or Registered Letter, to the Traffic Manager for adjustment.



**Carolina, Clinchfield AND Ohio Ry.**  
"CLINCHFIELD ROUTE"

**GENERAL INFORMATION—Continued.**

**CHILDREN.**

Children under five years of age, in charge of a competent person, are carried free. Those five years of age and under twelve are required to pay half fare. Those twelve of age and over are required to pay full fare.

**BAGGAGE.**

150 lbs. of baggage will be carried free on each full-fare ticket, and 75 lbs. on each half-fare ticket. Baggage in excess of 150 lbs. on full-fare ticket will be charged for in accordance with tariff furnished agents. Any piece of baggage weighing more than 250 lbs. will not be received as baggage, but must be forwarded by express or freight. Baggage received under check, and not removed within 24 hours after arrival at destination (Sundays and legal holidays excepted), will be subject to storage charge. Baggage is held at owner's risk from the time of its arrival at destination.

**BICYCLES.**

Bicycles will be carried in baggage cars at regular excess baggage rate, on an estimated weight of 50 lbs. each; two-seated wheels to be taken on same conditions, but on an estimated weight of 100 lbs. each, 50 lbs. additional for each additional seat; minimum charge on each bicycle to be 25 cents. This charge is in addition to and separate from any charge for excess baggage proper, as bicycles are not carried as a part of regular baggage allowance, except where state laws provide otherwise.

Bicycles will be checked and transported in baggage cars only when accompanied by passengers presenting regular passage tickets.

**BABY CARRIAGES, GO-CARTS AND  
BABY SLEIGHS.**

Baby carriages, go-carts and baby sleighs, when empty, will be checked subject to same charges as for fifty (50) pounds of excess baggage; no charge less than 25 cents.

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SOLINET/ASERL PROJECT

**Carolina, Clinchfield AND Ohio Ry.**  
"CLINCHFIELD ROUTE"

**OFFICERS.**

- MARK W. POTTER.....Chairman of the Board  
24 Broad St., New York City
- GEO. L. CARTER.....President  
JOHNSON CITY, TENN.
- ARCHER A. PHLEGAR.....1st Vice-President  
BRISTOL, VA.-TENN.
- M. J. CAPLES.....2nd Vice-President and Gen'l Manager  
JOHNSON CITY, TENN.
- J. J. CAMPION.....Traffic Manager  
JOHNSON CITY, TENN.
- I. McQUILKIN.....Comptroller  
JOHNSON CITY, TENN.
- J. C. STONE.....Treasurer  
JOHNSON CITY, TENN.
- JNO. A. MUSE.....Auditor of Disbursements  
JOHNSON CITY, TENN.
- J. NORMENT POWELL.....General Counsel  
JOHNSON CITY, TENN.
- R. F. BREWER.....Industrial Agent  
JOHNSON CITY, TENN.
- CHAS. T. MANDEL.....Traveling Passenger Agent  
JOHNSON CITY, TENN.
- W. A. STARRITT.....Purchasing Agent  
JOHNSON CITY, TENN.
- W. A. STARRITT.....Claim Agent  
JOHNSON CITY, TENN.
- L. H. PHETTEPLACE.....Superintendent  
JOHNSON CITY, TENN.
- W. F. STEFFENS.....Engineer Bridges and Buildings  
JOHNSON CITY, TENN.
- L. L. McINTYRE.....Car Service Agent  
JOHNSON CITY, TENN.

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# Carolina Clinchfield and Ohio Ry.

"CLINCHFIELD ROUTE"



J. J. Campion Traffic Manager,  
Johnson City, Tenn.

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"CLINCHFIELD ROUTE"



J. J. Campion Traffic Manager,  
Johnson City, Tenn.